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JUST A WEEK

A COMPANY seiner grossing record set-up by the Grimsby anchor seiner *Anne Scott* lasted just seven days before it was beaten by *Glodness*.

Allard Hewson & Co. Ltd's *Anne Scott* set the record of £6,882 from 388 kits.

Then Skipper Jorgen Olesen in *Glodness* picked up £7,222 from 414 kits landed at Hull on March 1. *Glodness* was diverted there because of heavy seiner landings at Grimsby.

The big catch was made up of 386 kits of large North Sea cod and 18 kits of roes. Boston Deep Sea Fisheries, acted as agent for the boat which was built at Buckie, Scotland, in 1958.

MPs lobbied on EEC limits plan

FISHERMEN from Scotland lobbied MPs at the House of Commons yesterday (Thursday). They are demanding the rejection of EEC proposals for a 12-mile exclusive limit for UK boats within a 200-mile economic zone.

Among those in London to press MPs were the executive of the Scottish Fishermen's Federation and six skippers from each of the SPF's many associations. The men hoped to be able to see ministers, too.

The fishermen want an exclusive 100-mile British zone to control the waters around the British Isles.

At a meeting in Edinburgh last week, Scottish Fishermen's Federation president, Ian Stewart, said that they intended to ask the British Trawlers' Federation, and the Scottish Trawlers' Federation, to join them in the talks with MPs.

"We must get over the fact that, for no real reason that we can see, the Government has apparently up to now been prepared to throw away a great national asset."

The United Nations Law of the Sea Conference, which resumes at New York later this month, is expected to recommend extending territorial limits to 200-miles. This would mean that the grounds off Iceland, Norway and USSR would be excluded to UK fishermen, reducing the potential British catch by one third.

But it is the EEC proposal that there should be a common 200-mile zone around community coasts which is worrying fishermen.

Fishing within this limit would be restricted by a new quota system and the UK

would retain only a 12-mile exclusive zone.

Scottish fishermen feel that, if the EEC should secure this proposal, it would be disastrous for inshore and herring fleets.

The lobbying of MPs is intended to put some backbone into Ministers' missions to Brussels to re-negotiate the Common Fisheries Policy.

Other EEC member countries depend heavily on what would become British waters with a 200-mile limit. So, a strong warning went out from Roy Hattersley, the Foreign Office Minister, when he pledged the Government's determination to improve the CFP proposals to such an extent that they meet the needs of the British fishing industry.

He added that the EEC's proposals for a 12-mile coastal belt would have to be increased.

Scattered ships back in the box

ICELAND let the weather do her work of herring the British fleets last week as for much of the time gales swept her east coast.

However, there were always gunboats in the vicinity to keep up prolonged periods of harassment during any break in the weather.

At one stage, in mid-week, fishing was so bad that the Navy allowed trawlers to "scatter", but when the gunboats appeared they were forced to re-assemble in the protective boxes.

Of many so-called dangerous manoeuvres between the frigates and the

gunboats the worst happened last Friday. According to British sources, *Boldur* forced *Noiaid* to break-off a refuelling operation with the auxiliary tanker *Tidepool*.

Noiaid was linked by tow to the tanker and steaming when *Boldur* took up a position in the frigate's path and stopped. *Noiaid* was forced to complete an emergency break.

At the weekend the weather was worsening, but the Icelanders were still on the prowl.

Reprieve for three trawlers

THE Aberdeen trawler firm George Wood (Aberdeen) Ltd. has bought three trawlers, subject to inspection.

The news has heartened local trawlermen at a time when the industry is depressed and some 30 boats are being withdrawn from service the port.

The trawlers are *Conny*, *Kinellan* and *Galtmar*, all of which were laid-up by the Davenha Fishing Co. because of crippling operating costs.

Said Mr. W. Wood, managing director of George Wood: "It's time the industry had a uplift. I am confident of the industry's future. Given a chance it will pick up."

Mr. Wood is a director of the Aberdeen Fishing Vessels Owners' Association and an executive of the Scottish Trawlers' Federation. He is a fleet of eight trawlers, but which are laid-up, and manages another three.

He said that in his 23 years in the industry, trawling had never been so bad as it had now. He said *Conny* and *Braconhill*, his two oldest laid-up, are too big to operate economically.

"In my opinion the *Conny*, *Kinellan* and *Galtmar* are suitable for our type of fishing," he said.

Boats squashed



TWO carbon-copy fish dock collisions with trawlers within 24 hours put a sailor and a wooden pair trawler into the repair yards at Grimsby last week — just when North Sea fishing was coming good. Both vessels were squashed against trawlers hit them while manoeuvring to leave the docks on fishing trips.

On March 3 the 61 ft. pair trawler *East Bank* was clipped by the middle water trawler *Ross Zebra* as she lay at her berth, stowing in stanchions and bulwarks on her port quarter. The next day, almost to the hour, the deep-sea trawler *William Wilberforce* clipped *Ross Bank* (pictured being repaired above) to the West Quay, causing similar damage on both quarters as well as to the wheelhouse. *Ross Bank* had just completed her first ashling trip of the year and landed 210 kits only hours before the accident.

The trawlers proceeded to sea. Neither vessel damaged was in danger of sinking and no one was injured in either incident.

has proved accurate almost to the day — that the boats might have to stop fishing for a while.

What the present situation on the grounds has made clear is that the herring fleet is too big to operate successfully within the present quotas. Adding to the problem will be boats now under construction which have been designed for herring fishing. As things stand now, these new boats do not have a chance of getting a licence.

So that too many skippers do not end up with the millions of a herring boat around their necks, the Herring Board should now put a block for the time being on any future approvals for new boats.

fishing news

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£47,000 PURSE NET SLASHED

THE PURSE seiner *Gollic Moy* had a brand new £47,000 purse seine slashed in Cornwall last week.

As her skipper, Forbes Cameron (28) surveyed the net on the Penzance quayside, he said: "I don't think the Cornish fishermen have done it."

"I don't think any fisherman would stoop so low." The 99 ft. purse is based in Cornwall for the mackerel season and, along with her sister-ship *Gollic Rose*, has been at the centre of rows over mackerel conservation and marketing.

Speaking at the quayside on Friday, Skipper Cameron said that a number of leads had been taken and the net and ropes cut to get at them.

"There are seven cuts we can see. If we hadn't found them it would have ruined the net. It would have torn right up," the skipper said.

The slashes were made in the 700-yrd net while *Gollic Moy* of Buckie was taking a cargo of 100 tons of mackerel to Scotland. It was discovered on their return. A footrope, which takes the strain when the net is pulled in, was also cut through.

"This is the first incident of its kind following the arrival of the £600,000 French-built sister purse seiners."

Ironically this net would never be used for catching mackerel in the 40-fathom waters off Cornwall, but for fishing in 90-fathoms. The skipper said they would not be using the net until the summer, and would now be taking it back to Scotland when they have their next weekend at home.

"The season is starting to get bed now," he remarked. "The mackerel are not so thick."

Although they did well the previous week with 24,000 gross, so far that week they had only 30 tons which were in the refrigerated tanks on board. There was no transport available to take the fish away.

Skipper Cameron also denied that purse seiners are responsible for the large quantities of dead fish littering the sea bottom off Cornwall.

"I don't understand it," he said. "It is certainly not us — it is not in the area where we fish."

"It is impossible for us to fish where the line boats go; it is too shallow." Skipper Cameron thought, however, that it is the trawlers which are responsible.

Cornish fishermen allege that masses of dead and rotting mackerel, unknown before the arrival of the large Scottish boats, are driving local fishermen from their traditional grounds.

They fear the dead fish will destroy the grounds by killing the marine life there.

Gollic Rose and *Gollic Moy* have been discharging some of their Cornish mackerel direct into Scotland, landing off at Troon.

With the season beginning to tail off, *Fishing News* asked the owners of the two boats, Gallic Shipping, about future plans. Joint managing director, Mr. A. H. Thornton, said that they would be trying out the mackerel further offshore.

'It would have torn right up' says skipper of Gallic Moy



Sioux at her home port of Grimsby. She completes a three-boat order.

Sioux ready soon

WORK is already under way at Grimsby to finish off *Sioux*, the last in a series of three 74 ft. steel multi-purpose fishing vessels built to the order of the Hull Gates Shipping Co. Ltd. of Grimsby.

She is expected to be in service in a matter of weeks.

The vessel steamed into the Humber port for completion on March 1 because of the imminent closure for repairs of the Colodonian Canal. This could have meant a further delay in delivery from the Clyde yard where she was being finished.

Most of the outstanding work is on fishing equipment and the final touches to the fishroom, accommodation, etc. The work in no way affected her seaworthiness as she was fully cleared by the DoT for the trip south.

Sioux was on the stocks of the Argyll Ship & Boat-building Co. Ltd. when the yard collapsed last year. The Knottley builders John Harker (Shipyard) Ltd. then stepped in, under special arrangement, to assemble the vessel at Renfrew. She was later moved a few miles along the Clyde to Alexander Stephens yard at Govan.

The only major difference to sisters, *Mohave* and *Shumner*, is on the after deck. This is now completely flush with the hydraulic leads beneath.

HALF-HOUR DIP: MAN IS REVIVED

A YOUNG Peterhead fisherman miraculously escaped death last week after being dragged over the side of a boat fishing 120 miles off Shetland.

David Keys (22) was pulled over the side when a rope caught round his leg as the Buckle seine netter *Orion* was fishing grounds north-east of Shetland.

He was in the water for about half-an-hour before the boat could be brought back to the position where he went over the side. He was found floating unconscious with the rope still holding him.

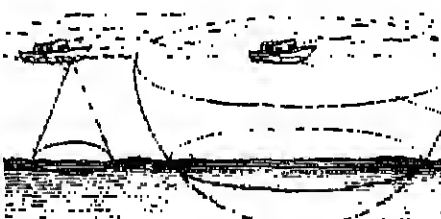
Mate Tommy Stephen, also a Peterhead man, jumped into the water to hold the unconscious crewman up as the other crew members pulled him on board.

Artificial respiration was applied by the skipper as the boat headed for Lerwick, Shetland. Mr. Keys was discharged from Lerwick's Gilbert Bain Hospital at the weekend after treatment for leg injuries caused by the rope.

THERE SEEMS no immediate prospect of stemming the flood of fish imports into Britain. Although Minister, Fred Peart, raised the matter informally last week in Brussels with Commissioner Lardinois, the next meeting of EEC ministers is not until April 5, in Luxembourg.

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COMMENT

WITH THE temporary closedown on the west coast grounds, the pride of British inshore fishing, the Scottish herring fleet, is going to be in for a rough time. All these expensive, sophisticated vessels will now have to fill in time on species like pout and meckerel, which will hardly give a return on the investment involved.

The quota system which has now bitten hard has bed its oracles but, it must now be recognised from the way the size and quality of the herring has tailed off, that this was a very necessary imposition.

The fishermen and buyers have taken a very responsible line in stimulating the Department of Fisheries to withdraw licences. Not only are they trying to ensure a reasonable catch for later in the year, but they are also helping safeguard the future of the stocks.

Some fish factories, especially those geared to the export market, will be feeling very sore that their hard won markets will be disrupted by the ban, but unless they want to supply pulpy, undersized herring there seems little else that could be done. Nobody could justifiably claim that the ban was totally unexpected. At the beginning of the year, the Scottish Fishermen's Organisation gave a warning—which

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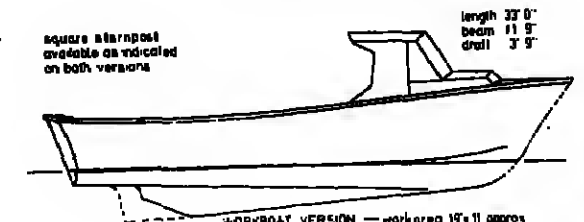
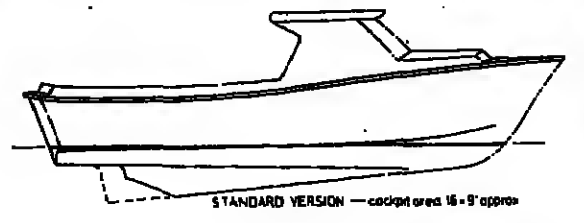


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Fifa, with information to present to the Scottish Development Agency.
Councillor Braid states that about 80 jobs are at risk if J. N. Miller and Sons has to close through lack of orders, plus the ancillary trades.
Of course, he points out, it is not only a question of loss of such jobs but the loss of these skills. In addition, many of these

Record trip with hake £73-a-kit

THERE has been a wallop break in a run of bad luck for the Fleetwood firm of J. N. Ward and Son Ltd. when one of its vessels landed a company record. The big performance was put up by the small stern trawler *Resound*, commanded by Skipper John Banks.
Resound worked the west of Scotland grounds and returned to port with 482 kits, including 51 of hake, 70 of cod, 15 of plaice, 25 of haddock, 15 of whiting, 260 of coley and 10 of roker, which sold for £8,705.

It was the hake which took the grossing to record levels, making from £49 to £73 a kit; the cod only averaged £19 and coley £9 a kit.
Mrs. Doris Newsham, managing director of the firm, said: "Though we did not get realistic returns for some of our varieties, the hake made it a lovely trip."
She added: "It breaks a run of bad luck we have had. Recently we have had four of our ships out of action at the same time. *Resound* had engine and winch trouble; *Rosamunda* had engine trouble; *Replenish* had engine trouble; *Revolite* had engine trouble. This has brought us right out of a bad patch. Let's hope it is a sign of things to come."
J. N. Ward is the biggest near water firm in the local industry.

... fickle markets

AN INDICATION of the fickle nature of the Fleetwood market last week was the grossing of the small stern trawler *Norino*, commanded by Skipper Frank Wilson.
She worked Faroe and landed 1,019 kits, including around 600 of cod, 10 of lemons, 100 of haddock and 150 of coley, which met a low average of only £16 a kit and made £16,592.
There was some respite from the low demand for the side trawler *Ella Hewett*, commanded by Skipper Jim Buckley. She worked Iceland and returned with a catch of 1,088 kits, including more than 900 of cod, which sold for £19,007—the outstanding average from this area.
This performance was in contrast to the grossing of the same firm's *Kennedy* which returned from Iceland with 594 kits, including 600 of cod, which sold for £9,961—representing a big loss on the voyage.

employees are in the upper age limits and they would be lucky to find alternative employment.
He said he is sure there would be at least that number, if not more, directly employed by the provision of a slipway in St Monach. In addition, such a facility would greatly benefit the fishing industry and, by improving the speed of repair and inspection,



Flydas — lots of haddock but no demand.

NO JOY OUT OF HADDOCK FIND

FLEETWOOD'S distant water trawlers had mixed fortunes last week with markets showing little consistency. One vessel to suffer was the stern trawler *Flydas*.
Skipper Victor Buschini took her out intending to fish Iceland, but she developed winch trouble during a trial haul off the west of Scotland. It was decided to send the vessel into Norway where the winch was made.
After waiting a week while repairs were carried out, Skipper Buschini decided to work the Norway Coast grounds. He found haddock in quantity and after only 18 days, returned to Fleetwood with 1,608 kits, including more than 600 of large haddock and 260 of mediums. Normally such a catch

On the 'minimum'

THERE WERE few signs of recovery on the Grimsby fish market last week, although distant water trawlers did pick up some improved grossings towards the weekend and three vessels were actually undarstoned to have broken even.
Most of the others, however, continued to soak up the now seemingly inevitable losses and the port was still suffering from an appalling slump. Most fish changed hands around the minimum price.
Early on, sellers stepped in to stem the flow of fish to the meal factory. They bought heavily from *Boston Restrel* (396 kits unsold from 1,459

Ho added that processors had been fishermen to stop herring fishing just now, as the quality of herring is so poor.
The Herring Buyers Association represents herring buyers in the British Isles and its object is to help the interest of purchasers of pelagic species.
"It is not good for commerce and there is no point in fishing out all the quotas and to not be able to catch any when the herring are in better condition later on," pointed out Mr. Bolt.
"Processors realise that they must act sensibly in the interest of conservation. The aim of the liaison between catchers and buyers is to catch and use the fish they can get the best economic returns for both fishermen and the processor."
"The fishermen want to plan the fishing so that, on catch all the quota has the same time get the best prices."
Mr. Bolt added: "The fishermen and processors were working very close together and the fishermen were doing a grand job of regulating the fishery. I have now got together a group of people representing different interests but having a common interest in the herring and between us can get the best of a bad position."

In touch

JAMES JOHNSON, MP for Hull, West, asked for a statement in the House of Commons last week about the "depressed state of Humber fish markets due to the landing of fish from foreign vessels."
Gavin Strang, Parliamentary Secretary, MAF, replied: "First hand news fell in February each year. The average fall in the three weeks of February year of Hull and Grimsby was smaller than in 1973 and 1974.
"A series of factors conditions this fall. Quantity of imports is but one of them."
"The EEC reference price arrangements are intended to provide protection against low-priced imports, but Mr. Lerdnole said in a European Parliament improvement are needed."
"We have been in touch with the Commission at a local level and urgent discussions are in progress."

APPEAL TO SAVE NORFISH

NORFISH (Scotland) Ltd. has made a desperate effort to keep its Inverness depot open by appealing against a decision by Inverness Divisional Planning Committee refusing it permission to change the use of its Anderson Street premises. The firm wants to change it from a cold store into a fish-processing plant.
But, planning permission was refused on the ground that a change of use would harm the amenity of nearby residential properties because of smells from the factory.
The Anderson Street depot is at present used for packing herring and sprats for export to Norway, where the fish are processed and then canned. This work is seasonal, lasting from October to March.
The season is now finished and only five of the 20 employees remain at the depot to clear up.
They will be paid off later this month and, if the appeal is unsuccessful, the firm may have to pull out of Inverness.
A Norwegian company, Norfish, has exported £500,000 worth of fish in the past two years. It intends spending £9,500 on equipment to dispose of waste effluent and any contaminated water produced in fish processing. It also plans to offer staff employment throughout the year.

Scots do better

AN IMPROVEMENT in the Scottish fishing industry's market situation was claimed by William Ross, Secretary of State for Scotland, in a written reply in the House of Commons last week.
He said: "The general improvement in the market situation during the second half of 1976 has been sustained in 1978.
In the first five weeks of 1978 the Scottish industry gross earnings are 22 per cent up on those for the comparative period in 1976.
The gross earnings of the white fish sales increased by almost 40 per cent, and the earnings per day at sea for white fish trawlers over 80 ft. increased by 45 per cent."

Synthetic chafer has long life

WESTCLIFF Marine of Ramsgate, Kent, now has in full production cod- and chafers using a new synthetic material originally produced for marine use over rocky and uneven terrain.
The material is made-up from a combination of synthetic materials comprising nylon, neoprene and rubber. The nylon forms a woven centre sheet, with an outer covering of a rubber neoprene solution hot-bonded to it.
The woven nylon provides anti-tear properties, whilst the rubber and neoprene is used to increase resistance to wear.
Westcliff Marine claims that this new material increases the life of cod-end chafers. It also allows for easier handling and does not have unpleasant smells or side effects.
Mr. W. Williamson, of Westcliff Marine, first used the material in an attempt to increase the efficiency of cod- and chafers on his own inshore trawlers.
However, such was local interest that he decided to test

Dues rise halved

Whitby harbour are to be halved.
This has been decided by the harbour committee which is being allocated an extra £6,000 by Scarborough policy and resources committee to cushion increases in charges to harbour users.
More than half—£3,700—will go to help fishermen. Almost £1,200 goes to coalmens and boatmen taking fishing parties in the form of reduced licence fees; £50 goes to cargo vessels and £500 to yachtsmen by removing bridge dues and charges for yacht tenders.
Estimated loss faced by Whitby harbour next year is now £76,000.

THE 44TH annual ball held by Peterhead Lifeboat Dances Committee raised a record £1,600 for the local branch of the RNLI.

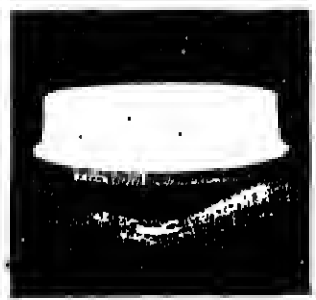
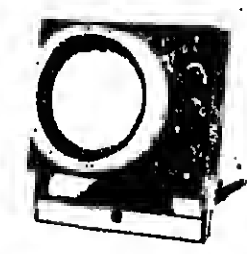
'Idena' harassed on maiden

The 128 ft. vessel worked off Iceland before coming into Fleetwood with 990 kits, mostly cod, which sold for £17,872.
The first box of cod from her catch was bought for £80 by Brian Milne of Hull, Birds Eye's purchasing manager. Proceeds went to the Fleetwood branch of the Royal National Mission to Deep Sea Fishermen. Mr. Milne's wife receives the traditional new hat.
The vessel's owners, J. Merr and Son Ltd., said it was not too dependent about the grossing. The firm had not expected to make a fortune. They were only pleased that the vessel had shown her fishing capability.
Jim Cross, Marr's manager at Fleetwood, said this class of all-purpose vessel is already proving a success. There was also praise for the vessel by her skipper, Bernard Birley. He was formerly mate in last year's top ship, *Jacinto*, under Skipper Bill Taylor.
He said of his new command: "She is a fine vessel—a beautiful seahip—and there were remarkably few teething troubles for a new ship."
He added: "Icelandic gunboats gave us a bit of trouble. We had to pack in fishing for 38 hours because of them."
Selling with Skipper Birley on the maiden voyage was his son, Peter (17), who is the vessel's "brassie".
Idena was featured in a BBC "Look North" programme when she landed. It hit back at an earlier programme in which it had been suggested that distant water fish is inferior to water fish is inferior to

Seiner boss resigns

JOHN Richardson, managing director of Grimsby seiner agents and owners A. E. Richardson & Co. Ltd., resigned on Tuesday. Mr. Richardson privately owns a number of fishing vessels.

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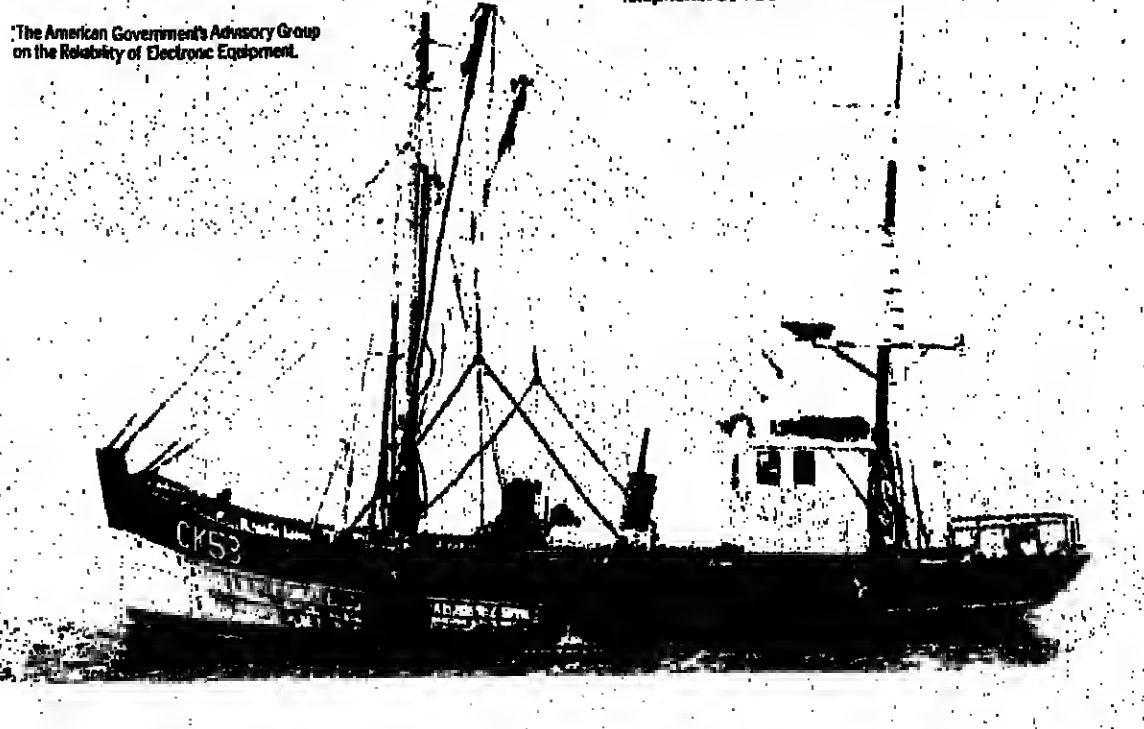


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MORE NET WITH THE FUEL-SAVING CONCORD NET

THE three-man crew of the Grimsby inshore trawler *Airdrie* spent 18 hours in a lifeboat off the south Yorkshire coast at the weekend after the vessel hit a mystery object and sank.

Skipper Dennis Ward (51) and deckhands, Graham Jewitt (39) and Fred Clarke (33), were eventually airlifted by a helicopter from RAF Leconfield, but not until cold easterly winds and snow storms had blown them ashore on the Holderness coast, near Aldbrough.

They were all released after treatment for exposure, but spent Sunday night at Hull's Anchor House for seamen before returning to Grimsby.

The men had to abandon ship so quickly they hardly had time to get into the lifeboat. They were unable to radio for help before *Airdrie* sank.

The collision took place about 11 o'clock on Saturday night. *Airdrie* left Grimsby on the evening tide; she passed at Spurn Point to assess conditions and had been steaming for about two hours north on a reasonably clear night with about a force 4 blowing.

Skipper Ward described the impact as "a tremendous crash" and presumed she had hit something very hard and heavy. With her bottom apparently ripped open, *Airdrie* flooded immediately and then heeled over before vanishing.

The crew said they saw nothing from the lifeboat which might have caused the loss, and one piece of supposition is that she hit a partially submerged object like an oil rig pylon.

The men fired flares from the lifeboat, but were not noticed until they drifted ashore.

'Lady' in tow

THE BUT freezer *Kurd* went to the aid of an Ostend trawler last week as she headed home to Hull from a 73-day White Sea trip with about 200 tons of fillets aboard.

Kurd, with Skipper Keith Barkworth in command, took in tow the 150 ft. Ostend ship *Belgian Lady* about 150 miles out. She was stated to have had gearbox trouble.

The ship was towed in to the Humber where the Grimsby tug *Brenda Fisher* took over.

THE Zeebroek Fishing Co. Ltd. of Grimsby has just completed trials of a new version of a polythene box trawl. And the new trawl is proving another big winner for Britain's largest net manufacturers, Cosalt.

Marketed under the trade-name Concord, the new net was designed by Bill Smith, foramen net fixer in Cosalt's inshore net department, in collaboration with the Zeebroek family.

Bill Smith has a lifetime of experience in the manufacture of nets of all types and, linked to the fishing expertise of the Zeebroeks, they have produced a net which not only saves fuel, but is producing some startling catches too.

Fred Harrison, a director of A. E. Richardson & Co. Ltd., the largest inshore agency in Grimsby, told *Fishing News* that Skipper Jackie Zeebroek, senior, now in command of the late Bill Poshby's 55 ft. *Elizabeth* for Grimsby owners, is delighted with Concord: "He's fishing better and saving fuel on every trip," he commented.

Both Skipper Zeebroek's sons, Robert and Jackie, junior, who skipper the family company's wooden 57-footers, *Jarvit* and *Jil-Annon*, agreed completely.

Robert explained to *Fishing News*: "We approached Cosalt because we thought we should be doing a bit better than we were. We wanted a net as ideal for our differing powers as possible and which wouldn't pick up much ground muck."

"We just couldn't believe the difference when we started using the Concord nets and have never caught so much fish before. When the marks are down we are definitely out-fishing ships of the same horse power and sometimes greater."

The basic box trawl, with a 57 ft. headline and 75 ft. fishing line, has been completely re-designed and Concord incorporates many improvements, giving much more lift and spread.

Vessels with engines as small as 90 hp can easily tow it and there is very little resistance on the top part of the trawl during towing.

The wings can be varied for different horse powers and, already, the Zeebroeks



calculate they are saving over 30 gallons of diesel fuel a day. Based on a vessel spending only 200 days a year at sea, a saving of 7,000 gallons of fuel could probably be made using the Concord trawl. With the present high cost of diesel, this would represent a considerable economy in overall running costs.

Sprats head away

SPRAT landings at Grimsby faded almost to nothing last week as the shoals continued their movement north again.

The local boats still fishing mainly ran into North Shields as it was the closest port. Skippers reported the fish were still very large with a good oil content. Grimsby's Arcon Champion (Skipper Eivind Sorenson) unexpectedly came home with 311 kits of herring late in the week. They were put up for sale as freshers on the daily market, but made no more than minimum prices to gross £1,061.

A TURBOT weighing 1st. 3lb. became the dearest line-caught fish ever landed at Whitty this week. Landed by the boat *Sundry Viper*, it sold for £12. It was bought by Whitty Curing Co. for the London market.

OBITUARY GORDON YOUNG

GORDON Young, of the Young Group of Companies which includes Young's Seafoods, has died at his home in Arding, Essex. He was convalescing from an operation.

Gordon Young was the oldest of four brothers, whose efforts transformed a small family fish business into the Young Group of Companies.

He joined his father, William, in 1922 and helped to manage a fleet of whittablet boats at

resulted in the firm becoming one of the most important fish businesses in Wales. Branches were set up at Fleetwood and a depot opened in Cardiff which helped retain the firm's reputation as one of the biggest hake merchants in the country. Eight years ago the firm sold out to Rose Group and Mr. Davies continued in charge of the Milford Haven side of the business. He, however, remained manager for Rose at Fleetwood. Mr. Davies leaves a wife and two married daughters. On Monday the sales began at Milford fish market, was a short tribute to memory.

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Steam and diesel

REPORT BY DAVID J. ROYER

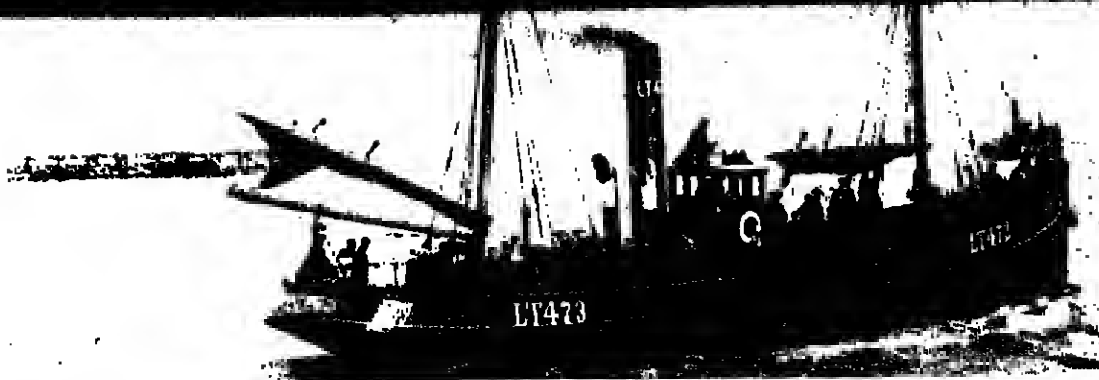
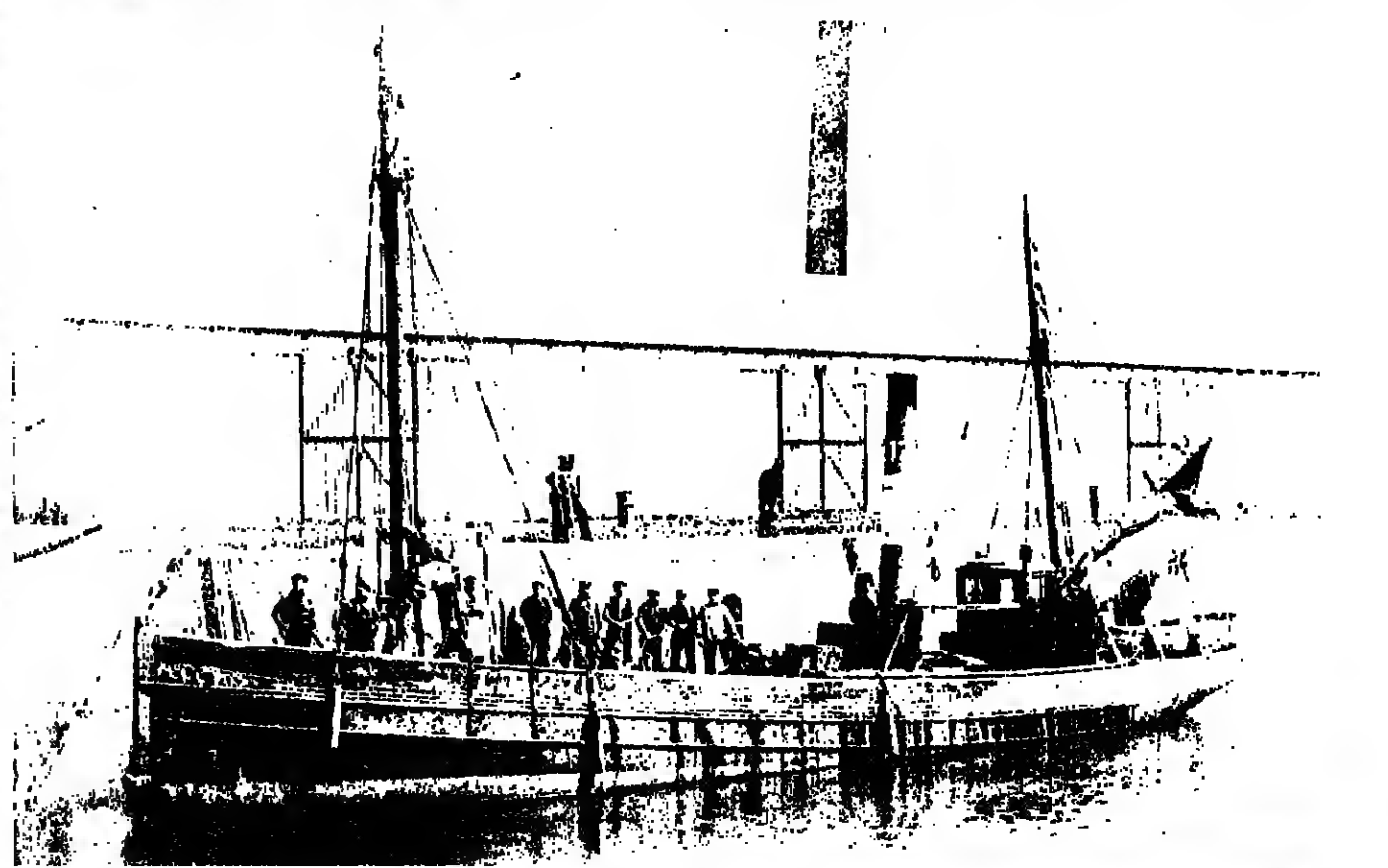
TEST (LT 270) was built by S. Richards & Co. in 1898 and was re-registered GY 204 on 7.4.1918. Main dimensions: 74.0 x 17.5 x 7.5 ft. 54.55 tons gross. 22.78 net (round surface condensing). Two cylinders 10 in. dia. 1 ft. 6 in. stroke. 75 h.p. Engine 11.8.1935.

Owners: *Chas. & Robert Harvey (jointly)* 4.8.1899 — 8.2.1903 — *J. W. Brooke & Co. Ltd.* 1.8.1909 — 14.1.1907 — 22.1.1909; *James Pitchers, Junior* 22.1.1908 — 1.8.1909; *Pitchers Ltd.* 1.8.1909 — 8.2.1919; *John Victor Beach and Lancelot Charles Harvey* 8.2.1919 — 9.4.1919 (all Lowestoft); *John Herbert Turner & Benjamin Slight Junior* 3.4.1918 — 8.1.1923; *Alfred Robinson* 8.1.1923 — 21.5.1924; *Amos King* 21.5.1924 — 28.8.1924; (all Grimsby). Sold to Norway 28.8.1924.

555 Lowestoft had the most modern fleet in the country. Its contribution to this considerable; probably these new craft came the yard's slipways. In the years which followed, many more new motor fishing vessels were turned out by the Lowestoft shipyard — all being near water trawlers, or drifter/trawlers. Two of Richards' best customers must have been Boston Deep Sea Fisheries Ltd., for which over twenty side trawlers were built, and Small & Co. another Lowestoft owner. The latter received into their fleet numerous drifter/trawlers, beginning with *Frederick Spaehett* in 1949, and ending with *Suffolk Warrior* in 1960.

Converted
A considerable number of old steam drifters had been converted to diesel power by 1891, but probably the most unusual conversion of all was carried out by the yard in 1895. Three 114ft. trawlers were acquired from North Shields by Talisman Trawlers of Lowestoft. Two of them, *Dorade* and *Blacktail*, were side winders and the third, *Sailfin*, was a stern trawler. Talisman sent the latter vessel to Richards as a 390-ton stern fisher, and she came away as the 246-ton side trawler named *Yoxford*.

built the last steamer for the Lowestoft fleet, it now seems that in 1971 they also completed the last side trawler to be built for the Suffolk port. The firm's latest products for the Lowestoft fishing fleet, both built at Yarmouth, are the two 130ft. stern trawlers for the Colne Fishing Co. Named *St. Patrick* and *St. Phillip*, the two vessels are undoubtedly the finest Richards have ever built for the fishing industry during their century of shipbuilding — beginning with the old *Nil Desperandum* at yard No. 1 and ending with the *St. Phillip* which is yard No. 525.



MYRTLE SPRIG (LT 473) was re-registered GY 259 from 25.4.1923. She was built by S. Richards & Co. in 1910. Main dimensions: 79.9 x 19.3 x 9.0 ft. 77.21 gross tons. 38.08 net. Engined by S. Richards & Co. (inverted cylinders compound surface condensing), two cylinders 10 in. and 12 in. diameter (length of stroke 14 in.). Boiler (140 lb. by Riley Brothers, Stockton on Tees). Eight men crew.

Owners: *Job Thacker* (LT) 15.3.1910 — 2.12.1918; *James Keeble* (LT) 2.12.1918 — 25.11.1920; *Thomas Young, George Sherpe & Chas. Dorkin* (all of Sunderland) 25.11.1920 — 24.3.1923; *Thomas Young & George Sharpe* 24.3.1923 — 20.4.1923; *Flotem Steam Fishing Co. Ltd.* (GY) 20.4.1923 — 1.6.1929; *Gerrett & Jeffe Ltd.* (GY) 1929 — 11.9.1931; *Thomas William Seekcombs* (GY) 11.9.1931 — 18.9.1935. Vessel broken up 1935.

Repairs

For the first couple of years or so the new business, despite the considerable demand for new fishing craft, appears to have been forced to concentrate on repair work only. Then, in 1879, a fine new 52ft. dandy-rigged drifter named *Nil Desperandum* was built for a Lowestoft owner, and became the forerunner of hundreds of vessels produced in the following 97 years by Richards for the British fishing fleet.

During the next twenty-five years alone, well over one hundred sailing drifters were built, mostly for Lowestoft and Yarmouth owners. These were followed by an even greater number of steam drifters and drifter/trawlers, including many for other ports and a number for the Admiralty during the first world war.

It was not unusual, during the years just prior to the first war, for Richards to complete new steam drifters at the rate of one a month. The first of this type to be completed by Richards, in the year 1890, was the 78ft. *Trafalgar*, and she became only the second successful steam drifter to be built by a Lowestoft shipyard. Actually she was the first to be completely constructed by a Lowestoft yard.

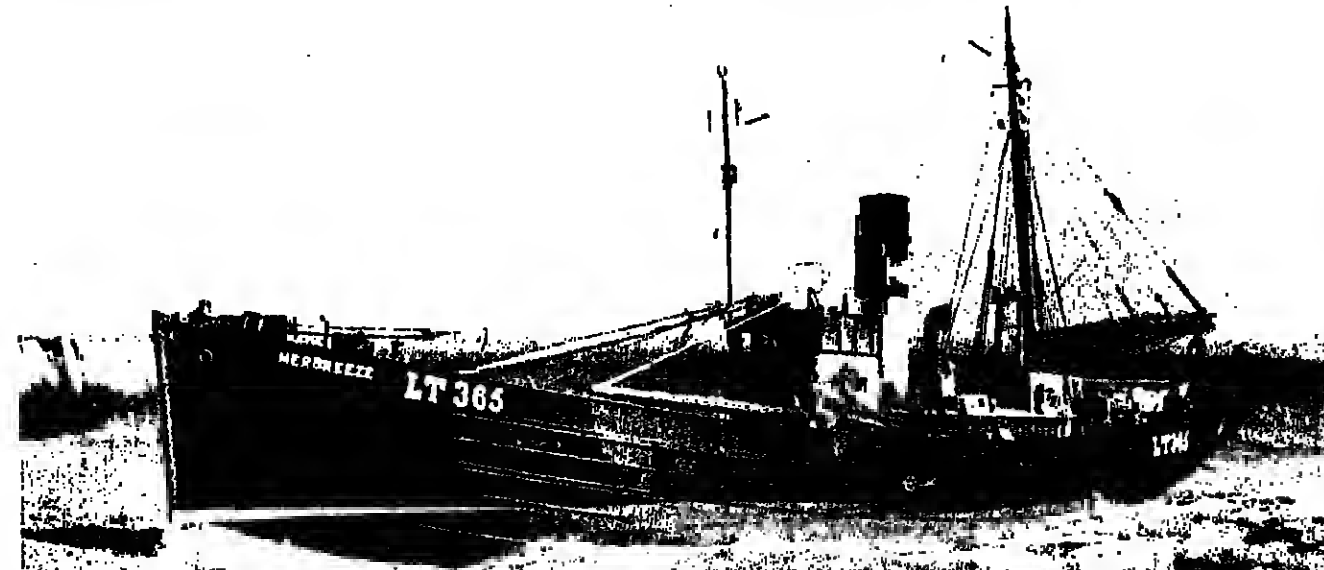
Left: *J.A.P.* was one of the yard's early diesel-powered drifter/trawlers. Below: *Dick Whittington* — a post-war diesel drifter/trawler.

Last coal

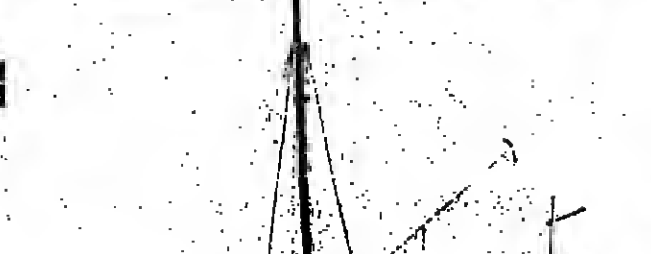
Because of Richards' experience in building wooden craft, a fact which the Admiralty had noted, Lowestoft yard was given with the design and construction of two new iron-hulled minesweepers, the 80ft. class of M.F.S. 100 and 101, which were well known at sea after the first world war.

In 1931 Richards completed the last motor vessel built for the fishing fleet. She was a stern trawler named *Breeze*, a drifter constructed to the local owners P. W. & Sons.

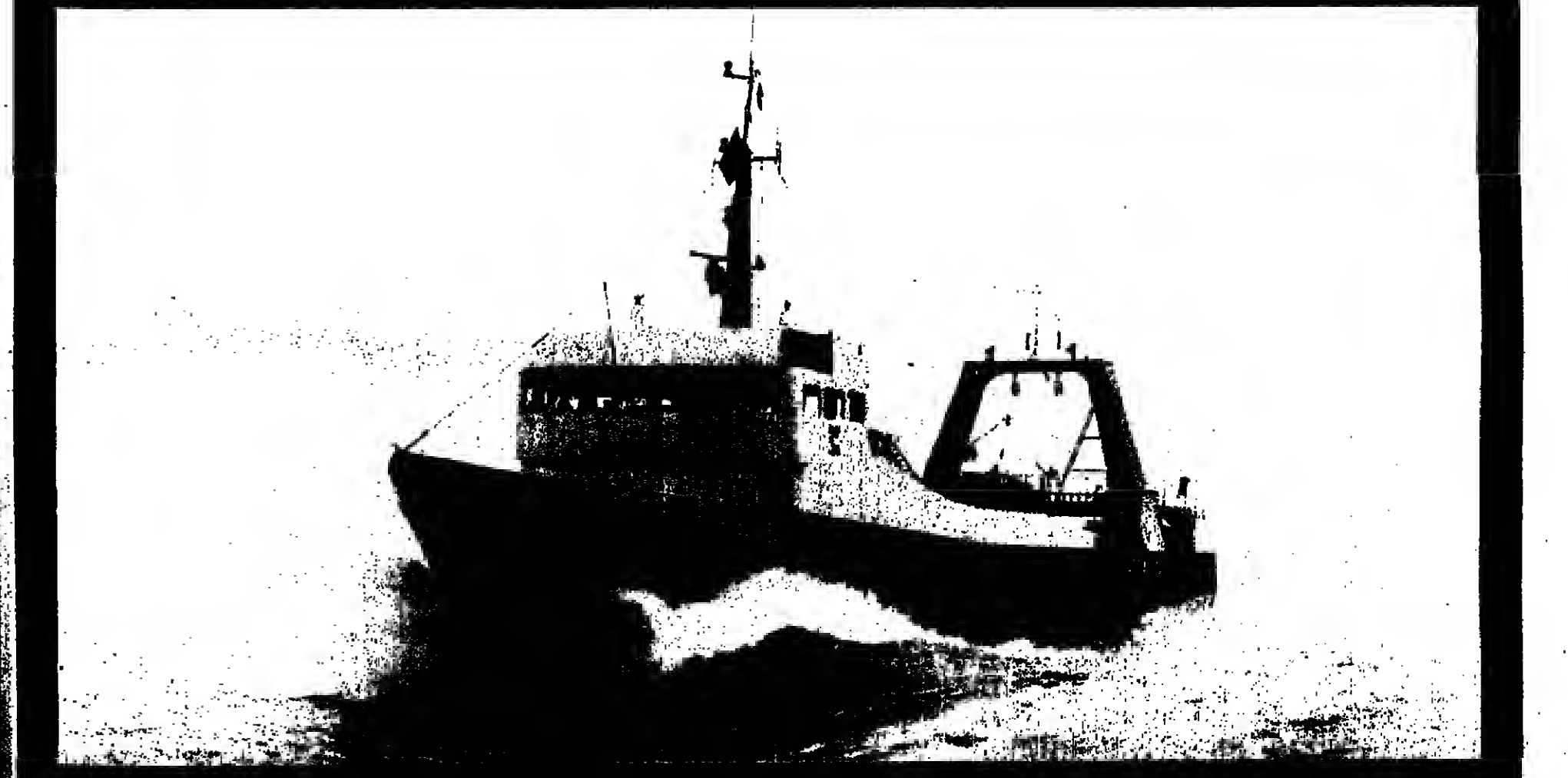
Only two more powered fishing vessels were fired trawlers, built afterwards built for working out of Lowestoft. These were *Breeze* and *Bracken*, both being completed in the latter in 1949. The transition from steam to diesel driven was well under way by Richards at this time. Owners of Government practically ordered new drifters, and their conversion to diesel.



Above: *Marbreeze* — last of the coal-burners built for the Lowestoft fleet. Below: *Boston Corsair* is one of over 20 side trawlers delivered to Boston Deep Sea Fisheries. Bottom: The finest Richards has ever built are the sister-ships *St. Patrick* (pictured) and *St. Phillip*.



RICHARDS (SHIPBUILDERS) LTD

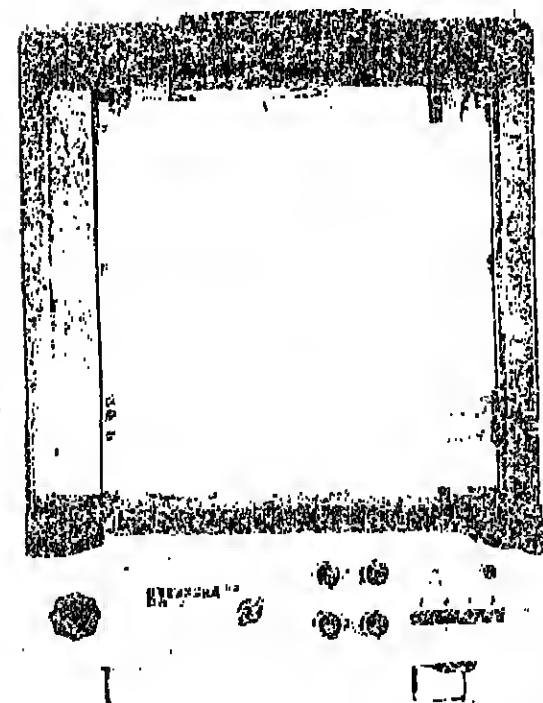


Stern Trawler built for Claridge Trawlers Ltd

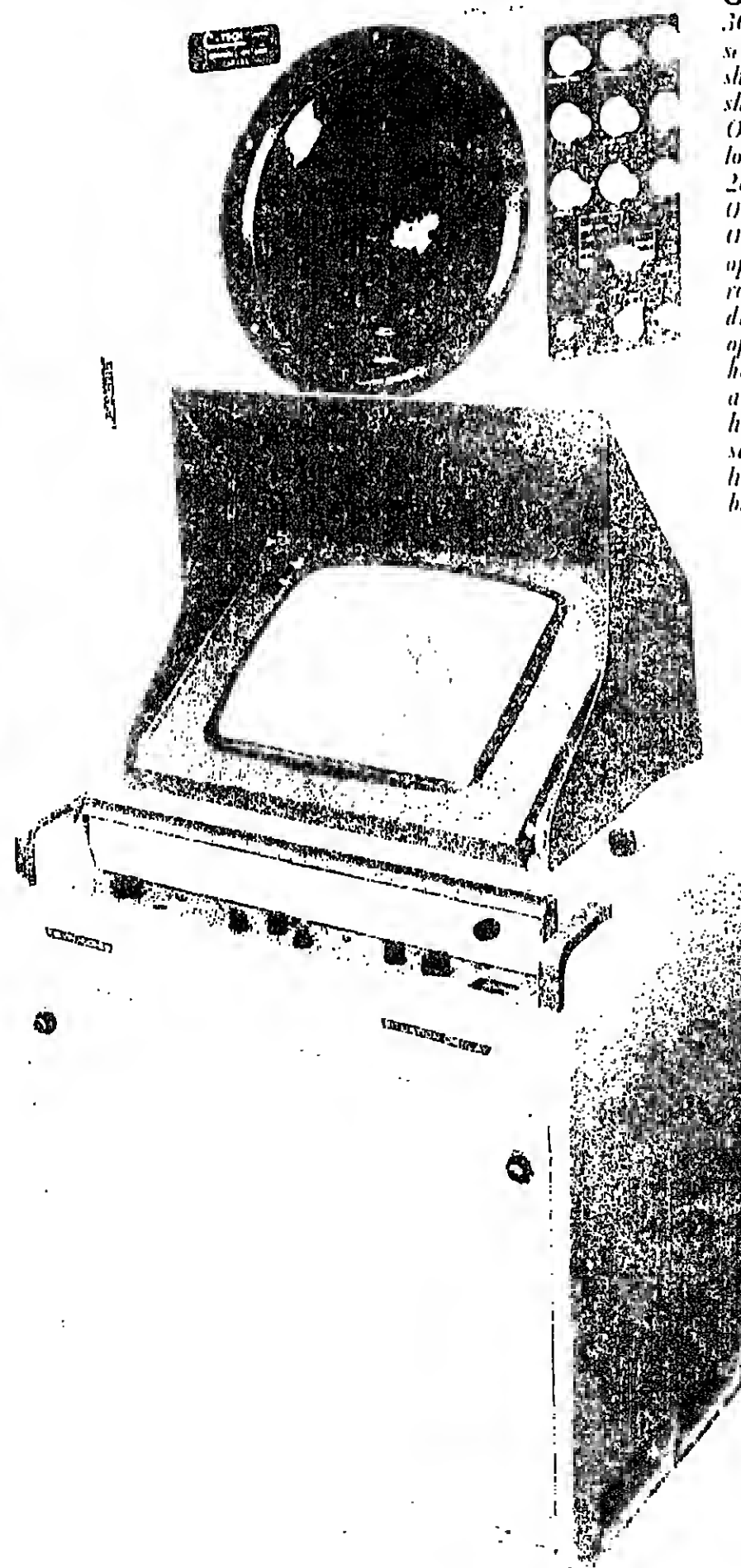
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KELVIN HUGHES OFFERS YOU THE WORLD'S FINEST EQUIPMENT FOR INSHORE AND DEEP SEA FISHING VESSELS

From Canada - the Omni Sonar, a unique long range sonar with a simultaneous all round range in excess of 2000 metres. From Japan - the W.G. Fishsounder and Net Telemetry system giving more information on a chart than ever before. From our own factory - Situation Display, enabling you to assess the complete trawling situation on the fishing ground at a glance. These are the products that we have selected to meet the future, increasingly diverse, needs of the fishing industry. Together with our other well known, reliable, radar, sonar and radio products they make an unbeatable package for both the deep sea and the inshore fisherman.



W.G. Fishsounder and Net Telemetry system. More information on fish detection and travel behaviour than has ever been available before on one recorder! The Wide Graph system offers: simultaneous or alternative frequency recording whereby the white line echo trace can be switched to 'high' for optimum discrimination in lower depths, or 'low' for maximum detection in deeper water; scale expansion, which can be seabed locked for the detection of fish hard on the bottom or transmission locked for a detailed examination of a layer at any depth between the surface and the seabed; telemetered travel information, with a record showing fish echoes above and below the travel head line, together with surface and seabed echoes. All this information is available at any one time on the same chart. W.G. is available in a choice of systems to suit any vessel. In addition a c.r.t. scale expansion unit can be added, which can be seabed locked for demersal fishing or transmission locked for pelagic fishing.



Omni Sonar. A simultaneous 360° picture showing on a radar type screen, the ranges and bearings, shapes, sizes and densities of the shoals around your vessel! The Omni Sonar is used for all round, long range search in excess of 2000 metres (the range scales are: 0-250m, 0-500m, 0-1000m, 0-2000m, 0-1000m). It also has operational modes for more concentrated searchlight beam or directional scanning. Tilt facilities of up to 60° from the horizontal for holding shoals at short range are available, and in some modes you can have an alternative loudspeaker search facility. A high speed, robust hoist unit enables the transducer to be raised clear in a matter of seconds.

Situation Display. A panoramic view of the fishing ground electronically reproduced just as one would see it looking out of the bridge window. The whole situation can be seen at a glance; the movements of all vessels (including own vessel) within selected range are automatically tracked, and positions, aspect, speeds and other clues to the trawling operations can be assessed merely by looking at the screen. The picture is displayed on a large 20" T.F. screen, which can be viewed at distance with different modes for daylight or night time conditions, by any number of people without the need of a hood or visor. Situation Display won a Queen's Award to Industry for Technological Innovation in 1975.

Some of the rest of the range...

Bottom Logs -
A choice of electromagnetic, acoustic and pressure.

Type 17 radar - the fishermen's favourite - over 10,000 have now been sold - 9" or 12" displays - ranges up to 36 miles - digital range readout available.

MS44 - White line or grey line on a wide (8 1/2 inch) chart - excellent combination of fish finding and ground discrimination performance - with the B.L.I. forms the Kingfisher II system, with the facility to display a seabed locked or transmission locked expanded trace adjacent to the conventional trace on the recorder chart.

Ships Radio Station
A comprehensive and reliable telegraphy/telephony system for the larger trawler - comprises a high power s.s.b. main transmitter, an s.s.b./d.s.b. main receiver, and reserve and emergency equipment - all modules designed for ease of installation and servicing - synthesised frequency control in both transmitter and receiver.

BLI - part of the Kingfisher II system.

Falkland II. 120 W p.e.p. s.s.b. radio telephone - 23 channels - rugged and reliable - easy to fit - sensibly placed controls - high standard components used throughout.

All these products are backed by Kelvin Hughes Service, which is available from major fishing ports throughout the British Isles.

FOR FURTHER DETAILS CUT OUT THIS COUPON AND POST IT TO US NOW!

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Deep Sea Trawlers ☐
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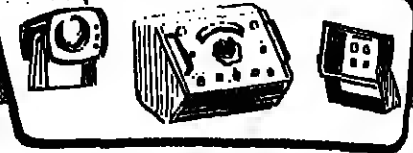
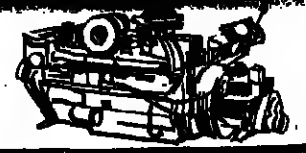
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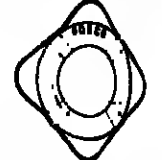
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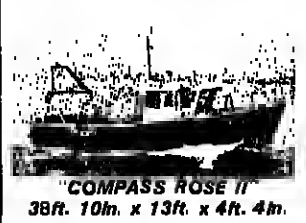
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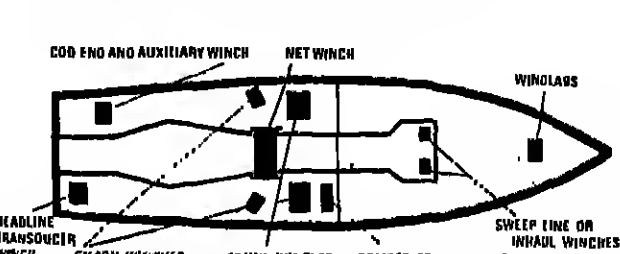


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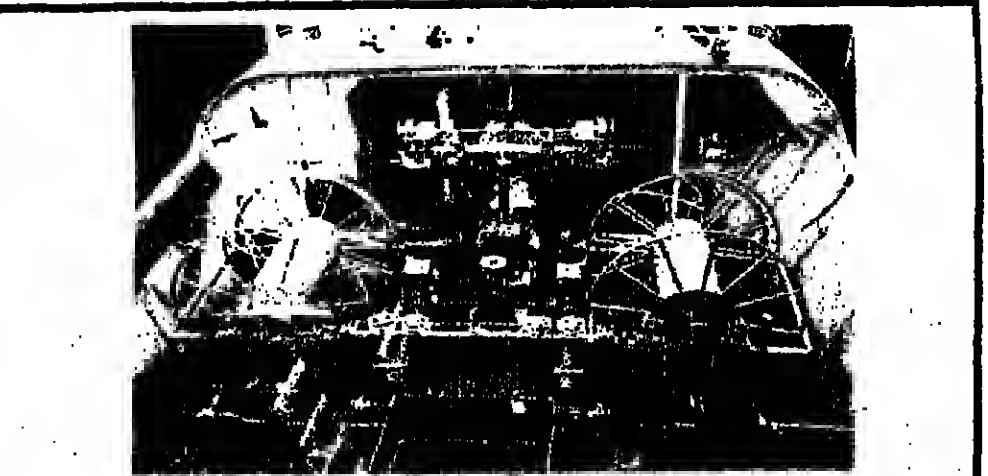
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John Burgess' Log



COURSES FOR SONAR USERS

IF YOU are thinking of installing a sonar but doubt whether you are competent to make full use of it, you may be interested in a training course.

Simrad are running training courses in Oslo designed specifically for purchasers of their sonar and fish-finding equipment. And they are willing to tailor the course to suit individual requirements.

Simrad recently ran a typical course for eight skippers and mates from Ireland. And it sounds somewhat gruelling for anyone over the age of a school leaver.

It started on 08.00 on a Monday morning and continued until 19.30 with only one hour's break for lunch every day until the following Friday afternoon.

Instruction was given both ashore and in the company's research vessel *Simrad*, and the syllabus was so com-

prehensive that anyone able to stay the course in full possession of his faculties must have benefited enormously from it.

Details of typical courses, and how they can be varied to suit you personally, are obtainable from D. Alderson, Simrad A/S, P.O. Box 6114, Etterstad, Oslo 6, Norway.

If you can't attend one, but have any problems about how to make the best use of a sonar he will be glad to try and provide solutions to them.

ANY QUESTIONS?

IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped, addressed envelope for reply.

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Run down on French logs

"I NOTICED in *Fishing News* towards the end of last year that the seiner *Karen* was fitted with a Ben 'Amphitrite' log. And the trawler *St. Patrick* was fitted with a Ben 'Galatee' log.

"Any information you can give me about these logs and where they can be obtained would be welcome as I have just bought a 60 ft. Scottish MFV and the skipper who is going to work it wants an efficient log fitted."

The Ben Company of Marseilles makes a range of logs designed for use in all sizes of craft: Speedometer for boats up to about 45 ft. long; Amphitrite for vessels up to about 100 ft.; Galatee for trawlers and coasters over that length; Celyppo and Mark 6 logs for large vessels.

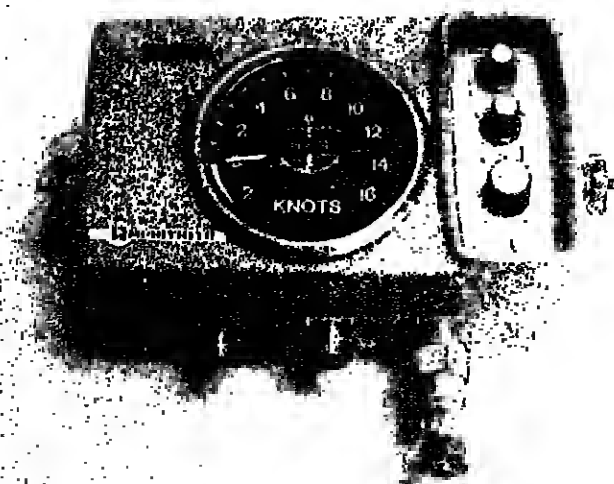
They are all electro-magnetic logs with probes which fit flush with the hull and each is available either with a probe which can be retracted inside the hull for examination and cleaning or one which is non-retractable at sea. None of them incorporate any moving parts.

They all work on the same principle and the Amphitrite is clearly the most suitable for installation in your boat.

It consists of an electronic unit housed in a splash and condensation proof alloy cabinet for installation in the wheelhouse, a length of cable, probe and hull fittings.

Full particulars and prices are obtainable from the UK Distributors — Plate Marine Trading Co. Ltd., Windsor House, 83 Kingsway, London, WC2B 6SD.

It has, according to the manufacturers, proved to be invaluable in the bottom, mid-water and pair trawlers in which the log has been fitted.



Ben 'Amphitrite' log speed and distance indicator.

In the centre of the front of the cabinet is a meter which indicates speeds up to one knot and eight knots ahead, or up to two knots astern and 16 knots ahead.

To the left is a distance indicator and to the right are an on/off switch, a scale switch, a switch for controlling illumination and resetting the speed pointer when using an expanded scale, and a gain control switch.

The expanded scale facility is incorporated only in the Amphitrite log. It enables you to set your chosen speed in the middle of the scale and to observe any small increases or decreases in speed up to 0.8 knots.

Full particulars and prices are obtainable from the UK Distributors — Plate Marine Trading Co. Ltd., Windsor House, 83 Kingsway, London, WC2B 6SD.

It has, according to the manufacturers, proved to be invaluable in the bottom, mid-water and pair trawlers in which the log has been fitted.

How to catch mullet

"OFTEN in summer we see huge shoals of mullet gliding along with their shoulders clear of the surface."

"The shoals are nearly always about 20-30 ft. wide by anything from 50 yards to a mile long."

"We see them most often at spring tides in mid-summer in a shipping lane where the depth is between seven and 16 fathoms."

"I have a 35 ft. MFV powered by a 40 hp Petter diesel and equipped with an electric winch, echo sounder and VHF R/T."

"I would like to have a crack at catching these mullet, but I have no experience of netting them."

"Can you advise me about the best nets and method to use, bearing in mind that the shoals are in the open sea and not in an estuary?"

"You might catch some of the mullet by shooting 4 in. mesh gill nets (if the fish appear to weight about 3 lb and over) or 3 in. mesh nets (if smaller) in a semi-circle ahead of the shoal. But in daylight many might hurdle the flatlines or otherwise escape."

You might be more successful if you were to use a mullet or chole net of the sort used at Mudeford in Hampshire.

This net is a hybrid gill/trammel net between 50 and 200 fathoms long consisting of a gill net with armoured on one side of it.

It was customary to set it in

a circle with the armoured on the outside and frighten the fish into it by splashing with oars or poles in a small boat.

If you use standard 100 yard Bridport-Gundry 3 in. mesh gill nets fitted with 17 in. mesh armoured or well on one side only and circle shoals with them, you might not only catch more fish, but cause less obstruction in a shipping lane.

In Poole Harbour, I believe, they run ordinary nets around shoals of mullet with good results. But a hybrid net would capture fish of varying sizes more effectively.

These, of course are only suggestions; I have never caught mullet in the open sea. Maybe a reader of *Fishing News* will be good enough to let us have some information on a proven method.

The skipper, found some 900 yards inside the exclusive fishery limit, told Justice K. I. McCourt at Castlemaryr Court that he was never nearer than about 50 yards to the limit line.

He pleaded not guilty to unlawfully entering the exclusive limits of the State and attempting to fish.

Commander McNamara said the vessel was about 900 yards inside the exclusive limit.

He flashed to the vessel to stop but she failed to do so. The vessel was steaming back out to sea and he manoeuvred *Grainne* across the trawler's bow and pointed the ship's gun at her.

The trawler then stopped and was put under arrest. When the trawler stopped, her nets were still in the water with fish in them.

The defendant said that, using the Decca system, he fixed his position to about 50 yards outside the limit.

Because he was so close, he turned his vessel and was steaming out to sea when he first saw the signals were meant for him.

The Justice said it was quite clear that the defendant's vessel was inside the exclusive limit line. Convicting him on the second charge, the Justice struck out the other two charges.

He fined the skipper £100 with £50 costs and ordered the trawler's gear and catch, valued at £4,350, to be confiscated.

MASTS: WHICH WOOD?

"I AM just about to start fitting out a 31 ft. glass fibre hull which I intend to use locally for fishing."

"I want to make and step a solid wood mast as I cannot bear the clatter caused by halyards slapping against a metal one."

"What kind of wood are masts usually made of and where can I get a length to make one?"

Masts for Scottish fishing boats are usually made of pine or larch. Both Oregon pine (Douglas fir) and glass fibre are used, but silver birch is often preferred on account of the clean nature of this wood.

It is not quite so strong as Oregon and the latter is as strong as pitch pine, which is the heaviest of the three.

If it has no pockets of resin in it, a pitch pine mast is likely to prove most durable of all.

A point to watch when selecting a length of timber for a mast is that the core of the tree is as nearly central as possible. The head and the heel are possible.

After removal of the bark, the nearer the virgin tree the required diameter the stronger the completed mast will be.

Clear silver spruce for making masts and spars is obtainable from W. S. Barchard and Son Ltd., West Dock Street, Hull. And so are most other kinds of timber you may need to complete your boat.

They supply oak and larch butts, oak crooks, mahogany and iroko planks, and coloured Douglas fir planks for decking.

WFA CHART CONVERSION SERVICE

THE WHITE Fish Authority's Industrial Development Unit has introduced a new position conversion service for Kingfisher charts.

If you have recently bought a Kingfisher chart for the North Sea latched with the new Northumbrian Decca chain 2A, you may find it difficult to transfer wrecks and other obstructions to the new charts. If so, the WFA's conversion service can help.

An obstruction conversion request form is obtainable from your nearest chart agent or the WFA. Enter on the form the positions you want converted, then send it to Skipper Ken Knox at the WFA in Hull.

Using their computer, the WFA data processing department will convert the positions to the new Decca chain.

The returned form will contain two sets of converted positions. First, the theoretical Decca positions. These are the Decca lens

numbers obtained by a straightforward mathematical conversion of the old Decca lens to the new system, without any allowance being made for fixed errors in the Decca system.

Second, whenever possible the new Decca positions with allowance for fixed errors will be given. Where the old Decca readings have not been corrected, it is often possible to estimate the fixed error and remove it from the lens numbers.

These lens numbers are then converted, and the fixed errors for the new chain replaced. The resulting position is a better estimate of the readings than would normally be expected to appear on the red, green and purple Decumeters.

In addition to the conversion of obstruction positions to the new Northumbrian

Decca chain 2A, the WFA is also able to transpose obstruction positions between overlapping Decca chains in any area, and also between Decca and Loran C chains.

The conversion service costs £2 per form, irrespective of the number of positions on the form, up to a maximum of 26.

For further information contact: Skipper K. Knox, White Fish Authority, Industrial Development Unit, St. Andrew's Dock, Hull, HU1 4QE, Tel. 0482 27837.

These lens numbers are then converted, and the fixed errors for the new chain replaced. The resulting position is a better estimate of the readings than would normally be expected to appear on the red, green and purple Decumeters.

In addition to the conversion of obstruction positions to the new Northumbrian



Spain to fish-on

FRASERBURGH has sold a fond farewell to Miss Midge Watson who, with her late partner Miles Elsie Craig Wood, worked for over 50 years as superintendents of fisherman's missions.

The 'Mission Ladies', as they were known, were familiar figures to thousands of fishermen and their families around the coasts of Britain before they settled in Fraserburgh.

But, now, 74-year-old Miss Watson feels that it is time to move to North Shields where she has a number of relatives.

At her presentation, Miss Watson addressed a gathering of 250 friends and said: 'Fraserburgh is imprinted on my heart.'

An agreement between the USSR and USA on fisheries in the open sea in the western part of the mid-Atlantic has been signed in Washington, USA.

The agreement provides for a considerable expansion of scientific and technical co-operation in the exploration of fish resources with a view to working out measures to maintain and rationally utilise them, in exchange of scientific information, scientists and specialists and joint work on agreed programmes.

As a result of the talks, Spanish vessels will continue to fish in Canadian waters in the Atlantic, if the terms and conditions discussed meet with the approval of both governments.

The agreement provides for a considerable expansion of scientific and technical co-operation in the exploration of fish resources with a view to working out measures to maintain and rationally utilise them, in exchange of scientific information, scientists and specialists and joint work on agreed programmes.

Belgian has gear seized

MAURITIUS Calceon, skipper of the Belgian trawler *Roger Jeanine*, has been fined £100 with £50 costs for fishing inside Irish territorial waters. Both his catch and gear worth £4,350 were confiscated.

Roger Jeanine was found off the Co. Waterford coast on Wednesday last week by the fishery patrol vessel *Grainne*, under Lt. Commander Owen McNamara, and bought to Cobh.

The skipper, found some 900 yards inside the exclusive fishery limit, told Justice K. I. McCourt at Castlemaryr Court that he was never nearer than about 50 yards to the limit line.

He pleaded not guilty to unlawfully entering the exclusive limits of the State and attempting to fish.

Commander McNamara said the vessel was about 900 yards inside the exclusive limit.

He flashed to the vessel to stop but she failed to do so. The vessel was steaming back out to sea and he manoeuvred *Grainne* across the trawler's bow and pointed the ship's gun at her.

The trawler then stopped and was put under arrest. When the trawler stopped, her nets were still in the water with fish in them.

The defendant said that, using the Decca system, he fixed his position to about 50 yards outside the limit.

Because he was so close, he turned his vessel and was steaming out to sea when he first saw the signals were meant for him.

The Justice said it was quite clear that the defendant's vessel was inside the exclusive limit line. Convicting him on the second charge, the Justice struck out the other two charges.

He fined the skipper £100 with £50 costs and ordered the trawler's gear and catch, valued at £4,350, to be confiscated.

Boatyards try abroad for work

GREAT concern has been expressed over difficulties facing the UK fishing industry, and particularly the boatbuilding sector, at a meeting of the Fishing Boat Builders' Association at Aberdeen.

It was unanimously agreed that the 100-mile limit is necessary to give the industry confidence to invest in new boats.

That confidence will only come about by a secure future for young fishermen and that can only be achieved by a 100-mile limit.

It was also stated that, until such time, boatbuilders would have to look further afield to find employment for their work forces.

As a first step the chairman of the association, John MacKenzie, Buckle, is going on an exploratory trip to the Middle East within the next few weeks.

'Pair' arrives

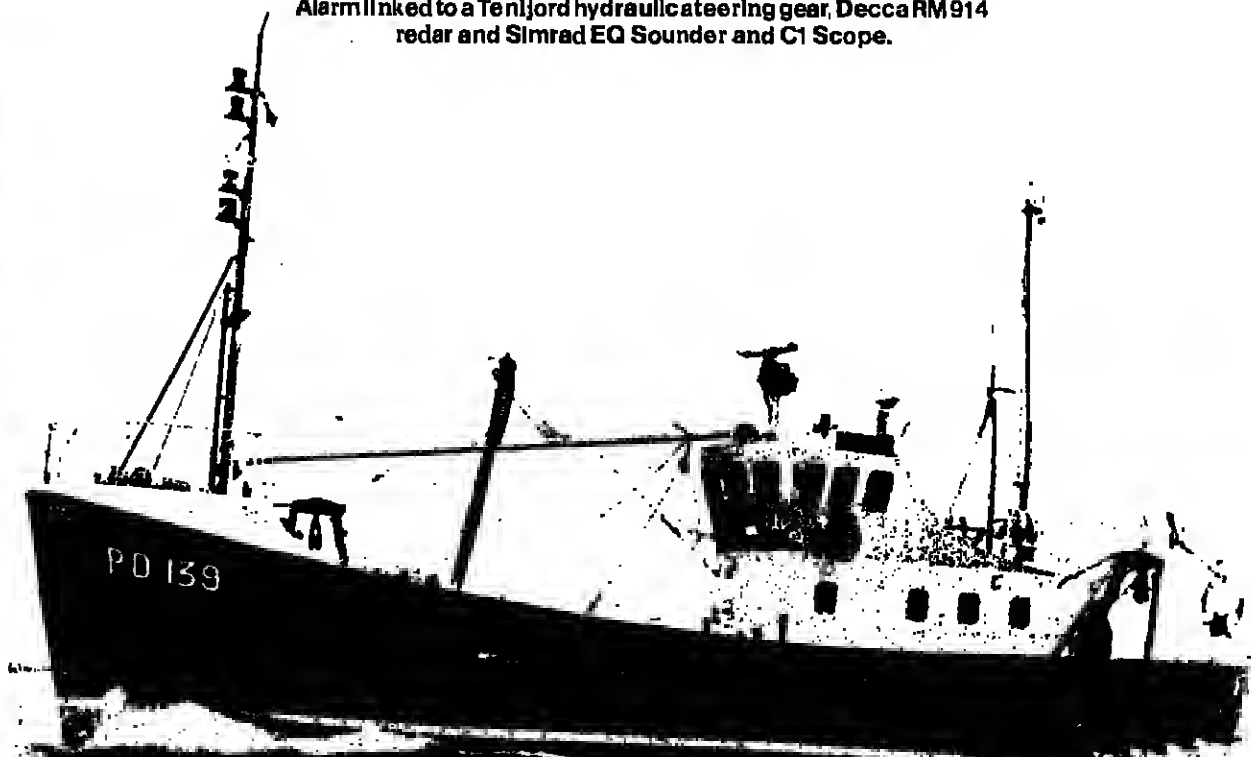
A NEW wooden pair trawler, *Margaret Bojan* (BCK 111), arrived at Grimsby at the weekend. The 88 ft. vessel was built for Skipper Jens Bojan at Buckle by Jones' Buckle Shipyard Ltd. She will partner *Frances Bojan*, now commanded by Skipper John Richardson.

All the way with DECCA

MAJESTIC, the second of four steel seiner-trawlers, was built by Bideford Shipyard (1973) Ltd, Devon, for Bogg Holdings of Bridlington.

She is a multi-purpose fishing vessel similar in design to modern Scottish vessels with all-welded hull, raked soft stem and cruiser stern.

Her bridge electronic equipment includes Decca Navigator Mk 21 with 350 T track Plotter, Decca Pilot type 350 with Watch Alarm linked to a Tenjird hydraulic steering gear, Decca RM 914 radar and Simrad EQ Sounder and C1 Scope.



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